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E11380

Phillis Johnson-Ball
Environmental Project Manager
Surface Transportation Board
1925 K Street, NW, Suite 500
Washington, DC 20423

Re: New England Transrail, LLC, d/b/a Wilmington and Woburn Terminal
Railroad Co.-Construction, Acquisition and Operation Exemption in Wilmington
and Woburn, MA

Dear Ms. Johnson-Ball:

Please accept further comments regarding the Post Environmental Assessment dated December 22, 2004. The City of Woburn implores that a full E.I.S. be prepared due to the existing unique environmental conditions and the sever impacts truck traffic and the associated problems therefrom.

This proposal concerns land which is adjacent to two interstate highways which intersect in Woburn Massachusetts. Recent studies have lamented the inadequacy of the so-called I-93 and I-95 interchange. The Massachusetts Highway Department who have opined that an increase of four hundred truck trips, "the traffic impacts associated with this project would be minimal. This same Massachusetts Highway Department along with federal authorities is spearheading the eminent domain taking of property in Woburn and Reading for the proposed reconfiguration of the I-93 and I-95 interchange. (Exhibit #1)

The proposed eminent domain taking as I understand the proposal is based upon two factors; first is the inadequacy of the ingress and egress lanes of both interstates, secondly is the identification of potential safety hazards of the ramps leading to both interstates. Numerous tractor trailer roll-overs have occurred at these locations in recent years due to the tight physical configuration and layout in their present locations. Since initial plans for eminent domain takings have met stiff local resistance it is relatively certain that design, approval and development of improved, modernized interchanges will not occur in the next seven to ten years.

In the Public Comments and Responses section the Board opined that four hundred truck trips "or an increase in 3 percent to 5 percent average daily traffic